

Shipping.

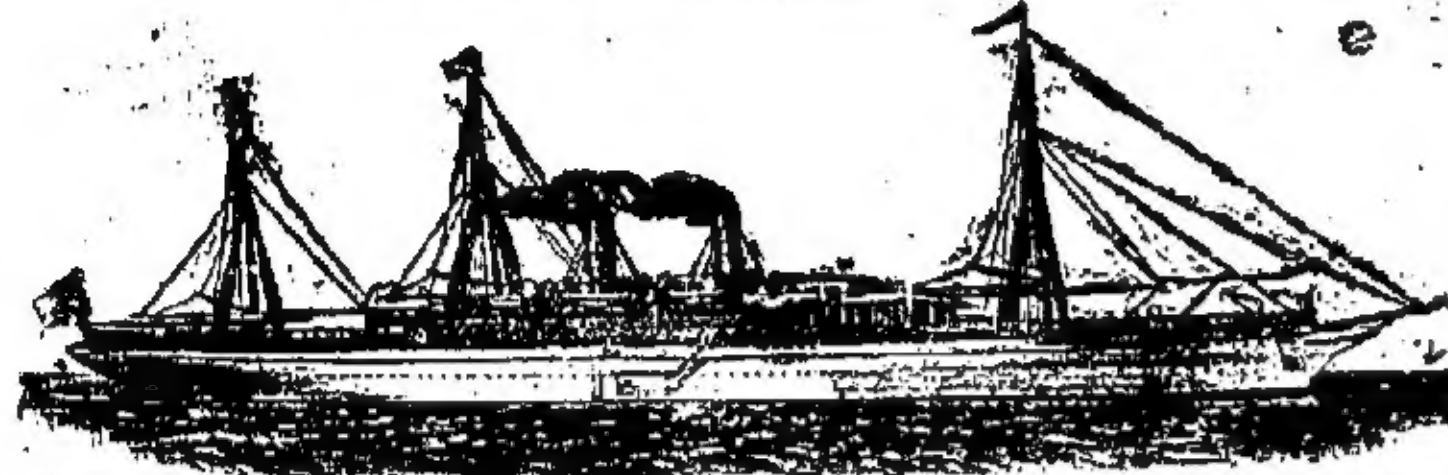
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	DELTA	Daylight, 12th Dec.	Freight and Passengers
LONDON, via UVAL POERS	DEVANHA	Noon, 12th Dec.	See Special Advertisement
LONDON & ANTWERP	PALESTINE	About 18th Dec.	Freight only
SHANGHAI, MOJI, KOBE, SUNDAY AND YOKOHAMA	DEVANHA	About 18th Dec.	Freight and Passengers

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific to the 'EMPIRE LINE'. SAVING 5 to 10 DAYS COMPARATIVE TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	(Subject to Alteration)
R.M.S. EMPRESS OF INDIA	6000 Tons
R.M.S. EMPRESS OF JAPAN	6000 Tons
R.M.S. EMPRESS OF CHINA	6000 Tons
R.M.S. MONTAGLE	6163 Tons
R.M.S. EMPRESS OF INDIA	6000 Tons
R.M.S. EMPRESS OF JAPAN	6000 Tons

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPIRE' steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10. Intermediate via Steamers, " " " " \$42. " " \$42.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. MONTAGLE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for the Class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (see class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services and to Foreign Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

NIPPON YUSEN KAISHA. EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly Built Passenger Steamer

'HIRANO MARU'

(Sister Ship to the Well-known 'KAMO MARU') Tons 6000 gross reg., Captain H. FRASER, will be dispatched as above on WEDNESDAY, 20th DECEMBER, at Daylight.

Every known comfort provided on board for travellers: First-class State-rooms, including ordinary Two-Berth Cabins, Single Berth Cabins and Pull Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and Around-the-World. For further particulars, apply to

Hongkong, November 23, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	DESTINATIONS.	VESSELS.	SAILING DATES, 1908.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WAKASA MARU	Capt. N. Nielsen, Tons 6255	WEDNESDAY, 2nd Dec., at Daylight.
VICTORIA, B.C., and SATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	SADO MARU	Capt. Geo. Anderson, Tons 6227	WEDNESDAY, 8th Dec., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY, COLOMBO AND PORT SAID.	* TOSA MARU	Capt. J. Nagao, Tons 5998	TUESDAY, 22nd Dec., at 4 p.m.
SHANGHAI & KOBE	* SEINANO MARU	Capt. K. Kawara, Tons 6288	TUESDAY, 8th Jan., at 4 p.m.
ROMBAI, via SINGAPORE, COLOMBO AND PORT SAID.	NIKKO MARU	Capt. E. M. Yone, Tons 5539	THURSDAY, 24th Dec., at Noon.
KOBE and YOKOHAMA	KUMANO MARU	Capt. N. Matheson, Tons 5076	FRIDAY, Dec. 25, at Noon, 1908.
NAGASAKI, KOBE and YOKOHAMA	* TOTO MARU	Capt. M. Winkler, Tons 5412	FRIDAY, 11th Dec., at Noon.
	* YAMAGUCHI MARU	Capt. E. M. Yone, Tons 5788	THURSDAY, 17th Dec., at Noon.
	* KUMANO MARU	Capt. H. Petersen, Tons 5101	SATURDAY, 19th Dec., at Noon.
	* KUMANO MARU	Capt. N. Matheson, Tons 5076	WEDNESDAY, 23rd Dec., at Noon.

* Outfitting Yokohama. * Cargo only. * Fitted with Marconi's System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO, Manager.

Hongkong, November 2, 1908.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE—SAGAMI, KANAGAWA, JAPAN.
BRANCH OFFICES—NIPPON, SHIMIZU, JAPAN AND HONGKONG.

CABLE ADDRESSES—
'MIYASAKI' applying to Field Office and Shimizu Branch.
'YUTAKA' applying to Hongkong Branch only.
A. R. O. 3rd Edition used.

The Head and Branch Offices will receive any Order for

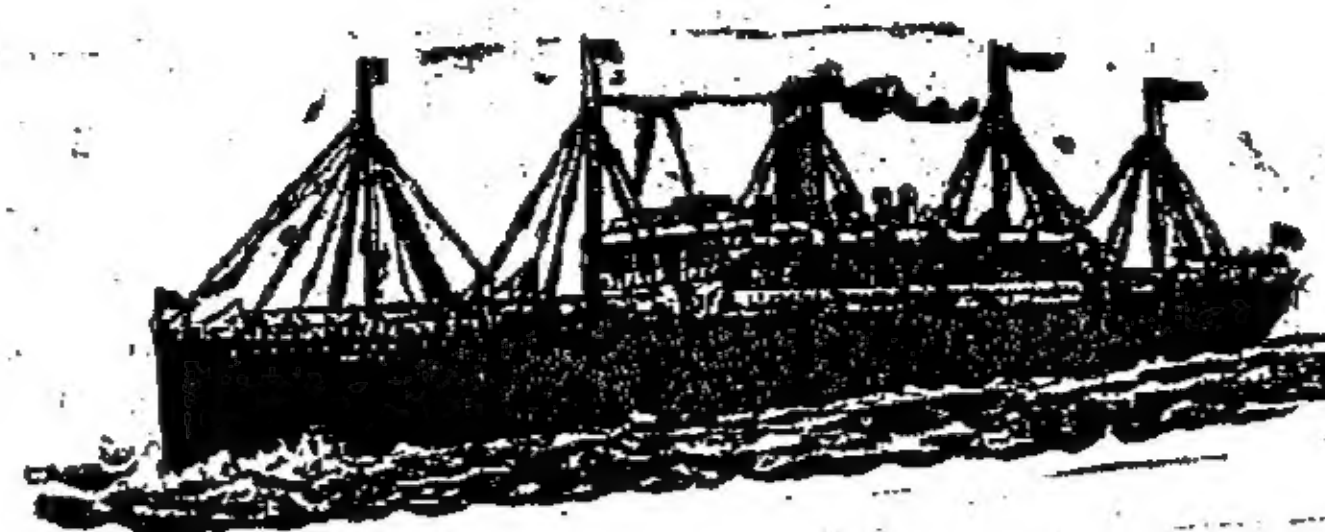
JAPAN COALS.

Y. KUBO, Manager, HONGKONG.
2nd Floor, No. 2, CONNAUGHT ROAD.
Hongkong, November 9, 1908.

Shipping.

PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	VESSELS.	SAILING DATES, 1908.
CHINA	10,200 Tons	SATURDAY, 12th Dec., at Noon.
MANOHU	27,000	SATURDAY, 19th Dec., at Noon.
HONGKONG MARU	11,000	SATURDAY, 26th Dec., at Noon.
ASIA	9,500	SATURDAY, 2nd Jan., at Noon.
MONGOLIA	27,000	SATURDAY, 9th Jan., at Noon.
TENYO MARU	21,000	TUESDAY, 16th Jan., at Noon.
KOREA	18,000	SATURDAY, 23rd Jan., at Noon.

The S.S. ASIA and CHINA carry intermediate passengers only at intermediate rates, affording superior accommodation for that class.

* Twin Screw. * Triple Screw Steamer.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1908; 11 days, 11 hours and 6 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1908; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en route, August 16th-20th, 1908, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1908; 10 days, 10 hours and 28 minutes.

THE S.S. CHINA will be despatched from Hongkong to San Francisco, via SHANGHAI, NAGASAKI, KOREA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th December, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Hawaii, Tahiti, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING.

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.	VESSELS.	TO SAIL.
SHANGHAI	SECHOEN	Dec. 15, at 4 p.m.
SWATOW, AMOY & SHANGHAI	HANGHOU	Dec. 15, at 10 a.m.
HOIHOW & HAIPHONG	CHU	Dec. 14, at 10 a.m.
SHANGHAI	NINGPO	Dec. 14, at 4 p.m.
MANILA	TAIYUAN	Dec. 15, at 3 p.m.
NINGPO & SHANGHAI	TAIYUAN	Dec. 15, at 4 p.m.
SAMARANG & SOERABAYA	TAIYUAN	Dec. 15, at 4 p.m.
MANILA, ZAMBOANGA, CEBU, DARWIN, THURSDAY, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH.	TAIYUAN	Dec. 15, at 4 p.m.

OSAKA SHOSHEN KAISHA. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA, JAPAN AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

THE CO'S S.S.	FOR	LEAVING
JOSHIN MARU	TAMSUI VIA SWATOW AND AMOY	TUESDAY, 16th Dec., at 8 a.m.
* DALIN MARU	TAMSUI VIA SWATOW AND AMOY	SUNDAY, 20th Dec., at 10 a.m.
* SHOSHU MARU	ANPING VIA SWATOW AND AMOY	THURSDAY, 22nd Dec., at 8 a.m.
* FUJUN MARU	SHANGHAI VIA SWATOW, AMOY AND FOCHOW	WEDNESDAY, 23rd Dec., at 8 a.m.

These New Steamers have excellent accommodation of First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabins Ample. Unsurpassed Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co's local Branch Office, at SHANGHAI, No. 1, QUANG'S BUILDING.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	VESSELS	TO SAIL, 1908:
NAPLES, GENOA, AEGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	GOEBEN	WEDNESDAY, 10th Dec., at Noon.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE AND YOKOHAMA	DERFFLINGER	THURSDAY, 17th Dec.
MANILA, YAP, NEW GUINEA, SAMAR, BRISBANE, SYDNEY AND MELBOURNE.	PRINZ WALDEMAR	THURSDAY, 17th Dec.
KUDAN and SANDAKAN	BORNEO	THURSDAY, 17th Dec.

For further information, apply to

Norddeutscher Lloyd.

MELOHRS & CO., General Agents, Hongkong & China.

REVIEWS.

The Far East Revisited, by A. G. ARNOLD.

Mr. A. G. Angier, the Editor of the London and China Express, who first made personal acquaintance with the Far East in 1873 and subsequently took trips to this side of the globe every ten years or so, revisited the Orient again last year and contributed to his journal a series of letters upon the political, commercial, social, and general conditions in China, Korea and Japan, which deservedly attracted a good deal of attention. We are therefore glad that he has collected these essays and republished them in book form, for they give a capital idea of the state of affairs existing at the present moment, besides indicating what possibilities of trade development lie in the immediate future. For Mr. Angier possessed this advantage over the ordinary travelling journalist, he was able to compare the places he was writing about in 1907 with what he saw on his first and subsequent visits and from the light of comparison which he thus was able to throw upon his subject he was enabled to get a better insight into future developments than falls to the lot of the average observer, besides arriving at conclusions from a more detached standpoint than is possible for the man on the spot. The point is well brought out by Sir Robert Hart in the Preface which he contributes to the book. Says this great public servant: "Having read several of the letters as the papers containing them arrived in China, they appeared so valuable that it then seemed a pity to either throw them away or preserve them on an inconvenient newspaper file; their re-appearance now in convenient book-form and embellished by illustrative plates is both opportune and welcome, and there need be no hesitation in recommending them to all who are interested in the affairs of the Far East—a class of readers whose numbers daily increase. Mr. Angier describes places and communities in a graphic manner and deals with occurrences intelligently and fairly. Besides he had the advantage of revisiting that important quarter at a time when new forces had been set on foot by the century, and will also find himself in logical continuity for further evolution, and what he has said of the condition and doings brought to his notice is well worth the attention both of students and practical men, and will also be found informing and interesting by the general reader; he has seen the localities and people before, and was accordingly able to eliminate both past and present with each other's light so that the comparison thus made gives additional value to all he writes, whether as record or forecast."

Mr. Angier in his review of the present-day conditions in the Far East takes a very optimistic view of the future. At every place he touched in his long journey he saw signs of healthy advance. The grim forebodings of past years in regard to many had been quite falsified by events, old blunders and mistakes had been rectified in others, and though here and there he heard talk of depressed trade, of business slipping away, of cut-throat competition providing no good for anybody, on the whole he was more than satisfied with what he observed. He certainly is not one of those who consider that in the great Far East the scheme at Hongkong too much money has been put into the hands of the Chinese, the steady buildings now adorning the principal business quarter of the Colony will soon prove but white elephants and the despair of their owners. Writing of Hongkong he says: "The development is unexampled and it will certainly continue despite an occasional check. It is withal a handsome place. . . . and the dwelling houses may with justice be described as palatial." He sees great possibilities in the lowland-Canton railway, and though the colonial revenue is at present in low water he fears no revival will be made good, while the only great pressing need of the hour is better educational facilities for the children of European residents. Wherein we cordially agree with him. The great development of railway enterprise in China during the past decade naturally attracted his attention and he gives considerable space to describing the various lines he travelled over in his tour of the Empire and the projected schemes which have been laid out on paper or started here and there throughout the land. Mining also receives much consideration, especially in northern China and his readers are placed in possession of the latest available information concerning all mines and mining schemes in which foreigners are interested. Space does not permit of a lengthy review of the book, but we cordially re-echo Sir Robert Hart's opinion that Mr. Angier has done the public a service in reproducing the outcome of personal travel and observations made on the spot. Hence the book is a most valuable one. It is a pity Mr. Angier did not choose better pictures for illustrating the chapter on Hongkong: they can scarcely be called illuminating.

The House of the Crickets, by KATHERINE TYNAN.

Miss Tynan opens her story amid the weird surroundings of a derelict farm in western Ireland. The farmer, one Patrick Moore, a morose fanatic, kept his family under a spell of terror. "Hell" was the central point of his religion. Pretty well all the world was going there. All the world was evil, everyone full of evil inclinations. Men and women alike only wanted the opportunity to commit the grossest sins. He was determined that his children should not have the opportunity so far as he was concerned. Hence the life of grinding hard work, begun when other children are still in happy childhood. Hence the disproportionate punishments meted out to them for small offences. Hence the burning of all companionship and all relations. As a consequence the sons grew out drunken, near-do-wells, the farm went from bad to worse, poverty and degradation grew grim and grimmer. The story is told in the lives of John and Hannah, and how they escaped their unhappy childhood. Both took different paths, yet happiness came through deep, were the victims through which the younger and the more virtuous passed, as they found peace. Miss Tynan writes a deft and pleasant pen, and the story is a most interesting one. It is a pity that the book is not more widely known.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	VESSELS	TO SAIL.
SHANGHAI	KWONGSANG	SUNDAY, Dec. 13, Daylight
SHANGHAI	KWONGSANG	TUESDAY, Dec. 15, at Noon
SHANGHAI, YOKOHAMA, KATSUKI	CHUYANG	WEDNESDAY, Dec. 16, at Noon
KORE & MOJI	CHUYANG	WEDNESDAY, Dec. 16, at Noon
MANILA	LOONGSANG	FRIDAY, Dec. 18, at 4 p.m.
SINGAPORE, PENANG, NANSANG	NANSANG	MONDAY, Dec. 21, at Noon

RETURN TOURS TO JAPAN, Occupying 24 days.

The 2 steamers Katsung, Namsang and Paksang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Ootou, Tientsin and Newchwang.

For Freight or Passage, apply to

Telephone No. 61.

JARDINE, MATHESON & Co., Ltd., General Managers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First Class Cuisine.

STEAMSHIP	FOR	LEAVING
HAIRUN	SWATOW	SUNDAY, 13th Dec., at 10 a.m.
HAIRING	AMOY & FOCHOW	SUNDAY, 13th Dec., at Daylight
HAIRANG	SWATOW, AMOY & FOCHOW	TUESDAY, 15th Dec., at Noon

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMSHIP	CAPTAIN	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	TONKIN	CHARBONNEL	Dec. 21, p.m.
MARSEILLES, Via Ports	DUMBEA	BOYER	Dec. 22, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	SYDNEY	HENRIC	Jan. 4, p.m., 1909.
MARSEILLES, Via Ports	ERNEST SIMONS	GIBAUD	Jan. 5, at 1 p.m.

TRANSHIPPING on the 10th Steamers at SINGAPORE for BATAVIA, at COLOMBO for CAYENNE, ROYAL and AUSTRALIA, at PORT SAID for the LEVANT, COAST, THROPS and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 to £71.10. 20 hours railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in Marseille.

For further particulars, apply to

P. NALIN, Acting Agent, QUEEN'S BUILDING.

Hongkong, April 9, 1908.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE. (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	14th Dec.	7th January, 1909.
EASTERN	11th Jan., 1909.	4th February.
ALDENHAM	8th Feb.	4th March.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Meat, and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Bills to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and ALL NORTH and SOUTH AMERICAN Ports. Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward.	Home-ward.
For Shanghai, Yokohama & Kobe	For Havre, Bremen & Hamburg
S.S. BARCELONA	S.S. SEGOVIA
S.S. ANDALUSIA	S.S. SAXONIA
S.S. SLAVONIA	S.S. SAXONIA
S.S. SAXONIA	S.S. SAXONIA
S.S. SAXONIA	S.S. SAXONIA

For further particulars, apply to

HAMBURG-AMERIKA LINIE Hongkong Office.

Hongkong, November 25, 1908.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Connecting Steamers from	Due at	Due at
	Hongkong	from Colombo to	Marseilles (Brindisi 2 days earlier)	London (1 day later)
DEVANHA	8000	Dec. 12	Jan. 9	Jan. 16
DELTA	8000	Dec. 26	Jan. 23	Jan. 28
ASSAYE	7000	Jan. 9	Feb. 6	Feb. 13
DEVANHA	8000	Jan. 23	Feb. 20	Feb. 27
BRITANNIA	7000	Feb. 6	Mar. 6	Mar. 13
DELTA	8000	Feb. 20	Mar. 20	Mar. 27
MACEDONIA	10000	Mar. 6	Apr. 3	Apr. 10
DELTA	8000	Mar. 20	Apr. 17	Apr. 24
DEVANHA	8000	Apr. 3	May 1	May 8
DEVANHA	8000	Apr. 17	May 15	May 22

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave to	Due at
	Hongkong	London
SIOLIA	7000	Dec. 13
NILOE	7000	Jan. 1909
SUNDA	7000	Feb. 27
NYANJA	7000	Mar. 19
MAITA	8000	Feb. 24
NOE	7000	Mar. 10

These steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry 1st and 2nd Saloon Passengers. For further particulars, apply to E. A. HEWITT, Superintendent.

PORTLAND & ASIATIC S.S. CO.

FOR MOJI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO en route to PORTLAND.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
NIKOMEDIA	4371	P. WAGMANN	December 16, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

JAVA-CHINA-JAPAN L.I.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of December.	JAVA	First half of December.
TJIPANAS	JAVA	Do.	SHANGHAI	Do.
TJILWONG	JAPAN	First half of January.	JAVA	First half of January.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJIMARI	JAVA	Do.	SHANGHAI	Do.
TJILATJAP	JAVA	First half of February.	SHANGHAI	First half of February.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN L.I.N. YOKO BUILDINGS, 1st Floor, Hongkong, September 24, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Steerage. Electric Light, Cabin, Stewardess, and Stewards. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. W. Almond	Manila	SAURDAY, Dec. 12, at Noon.
ZAFIRO	2540	R. Rodger	Manila	Dec. 19, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the latest House for receiving Advertisements and Corrections to Advertisements. Alterations and additions to Advertisements on Page 2, 3, 4 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11 a.m. New Advertisements should be sent to our Office at 5, Wyndham Street before 3 p.m.

THE CHINA MAIL, Ltd.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MAEDONIA,' 10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R. THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 20th, 1909, staying at Bombay 24 hours only and is due to arrive at—

MARSEILLES... April 17th.
LONDON... April 24th.

FARES TO LONDON:—
1st Saloon... £71.10 Single. £106.14 Return.
2nd... £48.8 " £72.12 "

For further Particulars apply to E. A. HEWITT, Superintendent.

Hongkong, November 25, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK. (With liberty to call at MALAGA, CAZ, &c.)

THE Steamer TUDOR PRINCE, Captain Macdonald, will be despatched for the above ports on WEDNESDAY, the 18th December, 1908.

For Freight, apply to J. H. HARRIS & CO., Agents.

Hongkong, November 11, 1908.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES. STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or a.s. Dardanelles and Marseilles, from Dardanelles, at a.s. Pile de Constantinople and Pile de Constantinople in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained on payment of the usual charges.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 6 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unclaimed after MONDAY, the 14th December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th December, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th December, at 3 p.m.

No Fire Insurance has been effected.

P. NALIN, Agent.

Hongkong, December 7, 1908.

PAULIN MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES. FROM SAN FRANCISCO, HONOLULU, AND SHANGHAI.

CONSIGNEES OF CARGO per Steamship MANCHURIA.

The above-named Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge of the vessel will be discharged at once, at Consignees' risk and expense.

Cargo remaining on board after 5 p.m., THURSDAY, Dec. 10th, 1908, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

All cargo undelivered on MONDAY, 14th Dec., 1908, at 12 Noon will be subject to rent.

All damaged and otherwise damaged cargo will be examined at the above Company's Godowns on THURSDAY, 12th December, at 10 a.m.

S. SILVERSTONE, Agent.

Hongkong, December 7, 1908.

FROM NEW YORK.

THE H.A.L. Steamship ARAGONIA, Captain Meyer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 18th of December, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Notices to Consignees.

FROM EUROPE.

THE H.A.L. Steamship ARAGONIA, Captain Meyer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 18th of December, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, December 7, 1908.

Dentistry.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

41, QUEEN'S ROAD CENTRAL, Hongkong, November 18, 1908.

LABUAN COAL.

THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to supply steamers at LABUAN with good fresh quality LABUAN COAL, double screened and straight from the mines.

For further particulars, apply to BRADLEY & CO., Agents.

Telegraphic Address: "LABOR LABUAN," Hongkong, February 10, 1908.

HOW TO DO MORE BUSINESS.

MANY AMERICANS have built up a great commercial enterprise, by the use of Trade-names, and have supplied by our CLIPPING BUREAU Chinese merchants can do the same if they follow American methods.

We clip business news from more than 50,000 papers monthly, and send these news to you while there is good prospect of supplying what is needed and doing business.

We can send you news and clippings on any line of business, or any subject, and you will be able to keep in touch with what American business methods are like, and where there are openings for business.

Suppose, for instance, you are a maker of Pottery, and you know that there is a big wholesale Pottery concern was being organized in a certain town—well, of course, would you not want to know the name, and give you a chance to do business with them?

We can do just the same in any line of business, for there is always something being done that it might pay Chinese merchants to know.

We supply you with advertisements of manufacturers, so that you may assimilate their ideas and increase your business in China the way we do here.

To send you a list of names (Mar.) for one month's trial, send us your name, and we will send you a list of names.

It won't cost you money to send for our free Book which tells all about our service and how much it costs. Send for it today.

Consular references.

INTERNATIONAL PRESS CLIPPING BUREAU.

DEARBORN STREET, CHICAGO, ILL. U.S.A.

Hongkong, September 24, 1907.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

6.00 a.m. to 7.30 a.m.—Every 30 minutes.

7.30 a.m. to 8.30 a.m.—Every 15 minutes.

8.30 a.m. to 11.00 a.m.—Every 15 minutes.

11.00 a.m. to 11.45 a.m.—Every 15 minutes.

11.45 a.m. to 1.00 p.m.—Every 15 minutes.

1.00 p.m. to 1.45 p.m.—Every 15 minutes.

1.45 p.m. to 2.15 p.m.—Every 15 minutes.

2.15 p.m. to 3.00 p.m.—Every 15 minutes.

3.00 p.m. to 5.00 p.m.—Every 15 minutes.

5.00 p.m. to 8.00 p.m.—Every 15 minutes.

NIGHT CARS.

6.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

Shipping.

UNITED STATES MAIL LINE.

The San Francisco Overland Routes.

PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

(Operating the LARGEST and FASTEST STEAMSHIPS on the PACIFIC) from HONGKONG TO SAN FRANCISCO

THE NATIONAL HIGHWAY TO EUROPE Via China, Japan and the United States.

Quick route from HONGKONG via Shanghai, Nagasaki, through the beautiful Inland Sea of Japan, Kobe, Yokohama, Honolulu and San Francisco.

Sailing from HONGKONG at intervals of about 8 Days.

'THE GREYHOUNDS OF THE PACIFIC.'

The vessels comprising the fleet of the GREAT AMERICAN MAIL ROUTE are of the most modern construction, containing all the latest appliances for safety and fitted regardless of expense to afford absolute comfort and luxury.

Unsurpassed accommodation, unequaled Cuisine, and Service, most approved electrical apparatus of the latest system.

In finish, decoration, artistic skill and taste the steamers of the Joint Service are the finest examples of the Ship Builder's Art and are the largest and most magnificent vessels afloat on the Pacific.

The remarkable Steamship makes sea-sickness practically impossible.

A Word in Season to Intending Travellers from China and Japan.

When selecting your line, be advised and travel by the SAN FRANCISCO OVERLAND ROUTE. Southern Pacific, Union Pacific, Chicago and North Western Railway and American, Tientsin and Peking Railway System, reaching all the principal cities and towns in the United States and are the direct routes of Trade and Travel from the Pacific Coast to all points East. Best Road beds in America. Luxurious Trains. Beautiful Scenery. 8 Fast Limited Trains leave San Francisco Daily for Eastern Cities.

The trains between San Francisco, Chicago and New York, are the fastest on the American Continent, the equipment consisting of Pullman Sleeping Cars, Private Compartment Car, Dining Car, Buffet Car, with Library, Barber Shop and Bath, as well as Tourist Cars.

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Passengers have choice of routes across the Continent of America and have privilege of travelling by any Atlantic Steamship Line.

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Round-the-World passage tickets issued in connection with the P. & O. E. N. Co., North German Lloyd and Messageries Maritimes Companies.

300 Pounds of Baggage is allowed on Trans-Pacific Steamers, the Overland Railways and Atlantic Steamer Free of Charge.

ALL PASSENGER RATES PAYABLE AT CURRENT RATE OF EXCHANGE.

INTERMEDIATE SERVICE.

The Fine Steamers CHINA (10,200 Tons) and ASIA (9,500 Tons) are in this Service carrying only intermediate passengers.

Hongkong to London... £240.

Apply personally, or by letter, for gratuitous and post-free accurate Maps and Handsomely Illustrated Guide Books, Sporting and Tourist Pamphlets, to T. D. MCKAY, General Passenger Agent.

SAN FRANCISCO OVERLAND ROUTES.

King's Building, (opposite Blake Pier, Cornmarket Road), HONGKONG.

No. 1, Yang-King-Pang, SHANGHAI.

Hongkong, November 28, 1908.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Tables D'Hotes at SEPARATE TABLES.

Tele. Address: 'VICTORIA,' Hongkong.

For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908.

VICTORIA HOTEL.

SHAMSHEN, CANTON.

Manager... Mr. H. HAYNES.

Situated on the British Concession.

Telegraphic Address: 'Victoria Shamshen.'

Macao Hotel, Macao.

Manager... Mr. H. N. BEAUVREAU.

Telegraphic Address: 'Farmer Macao.'

Situated in the Centre of the Ferry Ground.

Both Hotels electrically lighted and under experienced European Supervision.

Guinea and Chinese Payday.

Every information and special attention to Tourists and Residents.

Wm. FARMER, Proprietor.

Macao, May 13, 1908.

'BRAZIL,' PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour.

Telephone, No. 600.

Apply to 'MRS. F. W. WATTS,' Presently, 20, Macdonnell Road.

Hongkong, September 2, 1908.

'KINGSCLERE,' PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

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A.B.O. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiard, tennis, croquet, putting, lawn and fine stabling for horses.

Proprietress, MRS. F. BACHER.

Hongkong, September 1, 1908.

WEST PRATS RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY MR. PAUL CHATER.</

